

# BookletChart™

## Portland Harbor and Vicinity

NOAA Chart 13292

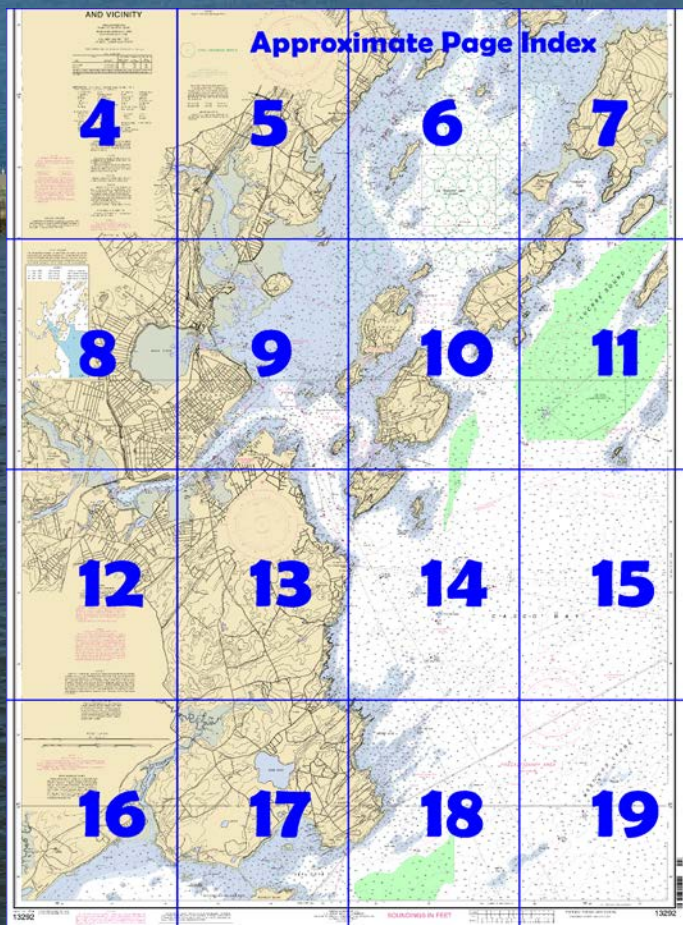


*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
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### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13292>.



#### (Selected Excerpts from Coast Pilot)

**Great Chebeague Island** is one of the largest islands in Casco Bay. **Indian Point**, a sandspit at the southwestern end of the island, has a house and a lone tree on it.

**Chandler Cove** is formed by a bight in the southwestern end of Great Chebeague Island and by Little Chebeague Island; it is a good anchorage with 30 to 60 feet, but is little used. Mariners are cautioned to avoid anchoring in the cable area that extends

across the southeast part of Chandler Cove. There is passenger and freight service from Portland to the State pier and public float landing in Chandler Cove, at the south end of the island. The pier has a depth of 15 feet at the head. A water taxi service carries passengers from the wharf

at Doyle Point on Cousins Island to the stone wharf on the northwest shore of Great Chebeague Island; there is 6 feet alongside the wharf. **Long Island**, southwestward of Great Chebeague Island, has several landings on its northwest side. **Mariner** and **Long Island** are villages near the northern and western ends, respectively. A passenger and freight ferry from Portland calls at **Ponce Landing** on the northwest shore. The ruins of three piers are northeastward of Ponce Landing. The passage between **Crow Island**, 6 feet high, and the north point of Long Island, is closed by scuttled vessels with hulls showing above high water.

In approaching the landings from the southward, care should be taken to pass eastward and northward of the buoy close eastward of **York Ledge**, before rounding up to the northwestward. A number of small craft cutting too close to the buoy have hung up on the ledge. A daybeacon is on the ledge.

**Traffic Separation Scheme (Portland)** has been established in the approaches to Portland Harbor. (See charts 13260 and 13286.) The Scheme is composed basically of **directed traffic lanes** each with one-way inbound and outbound traffic lanes separated by **defined separation zones** and a **precautionary area**. The Scheme is recommended for use by vessels approaching or departing from Portland Harbor, but is not necessarily intended for tugs, tows, or other small vessels which traditionally operate outside of the usual steamer lanes or close inshore.

**The Traffic Separation Scheme has been designed to aid in the prevention of collisions at the approaches to major harbors, but is not intended in any way to supersede or alter the applicable Navigation Rules. Separation zones are intended to separate inbound and outbound traffic lanes and to be free of ship traffic, and should not be used except for crossing purposes. Mariners should use extreme caution when crossing traffic lanes and separation zones.** (See 167.1 through 167.15 and 167.75 through 167.77, chapter 2, for limits and regulations and Traffic Separation Schemes, chapter 1, for additional information.)

The **precautionary area** in the approaches to Portland Harbor has a radius of 5.45 miles centered on 43°31'36"N., 70°05'32"W., excluding that area of the circle bounded by an imaginary line extending between the outer limits of the inbound and outbound traffic lanes.

**Dangers.**—There are numerous isolated dangers in the approaches to the harbor and the most important ones are marked. **West Cod Ledge** (chart 13290), a 6.5-mile-long area of broken ground and isolated shoals, sets across the entrance from northeastward and southwestward. These include **Bulwark Shoal, Bache Rock, West Cod Ledge Rock, Corwin Rock, Alden Rock, Old Anthony Rock, East Hue and Cry, and West Hue and Cry**. The most important and largest of the shoal areas are buoyed, and the deep natural channels between them afford a clear approach to the harbor in clear weather from several directions.

A second barrier of shoals extending from Ram Island Ledge to Cape Elizabeth includes **Witch Rock, Jordan Reef, Pine Tree Ledge, Willard Rock, Trundy Reef, Broad Cove Rock, and Mitchell Rock**, almost all of which are buoyed. Several deep clear channels between them afford approach and entry well into the harbor by deep-draft vessels. In 1982, unexploded depth charges were reported in the western end of Portland Eastern Approach Traffic Lane and in the eastern part of the precautionary area within a circle having a radius of 3 miles centered in 43°31'03"N., 70°00'08"W. Mariners are cautioned not to conduct dragging operations in this area.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

# Table of Selected Chart Notes

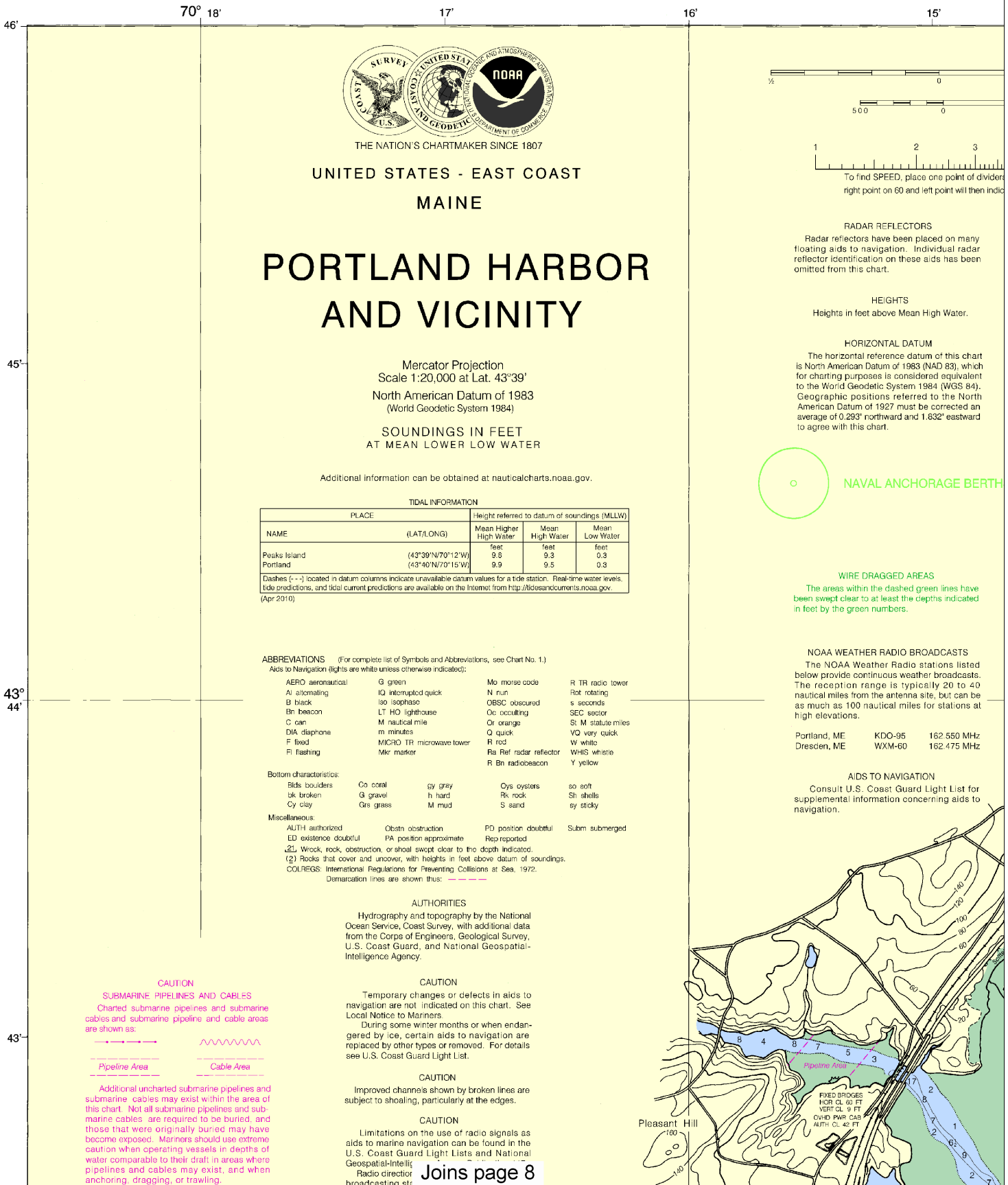
Corrected through NM Jul. 3/10  
Corrected through LNM Jun. 22/10

Mercator Projection  
Scale 1:20,000 at Lat. 43°39'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

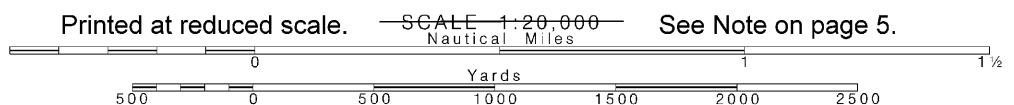
# SOUNDINGS IN FEET

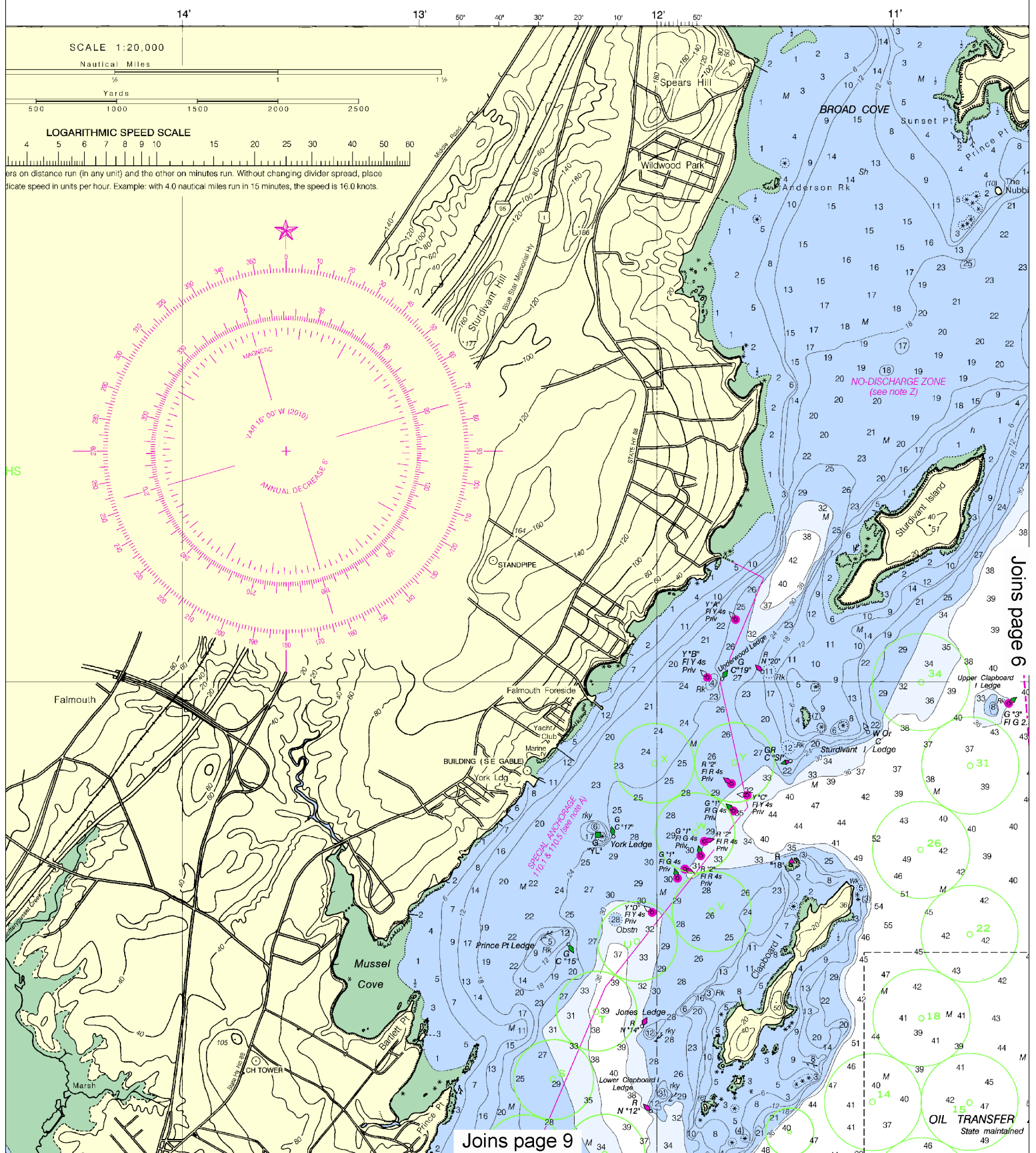
13292



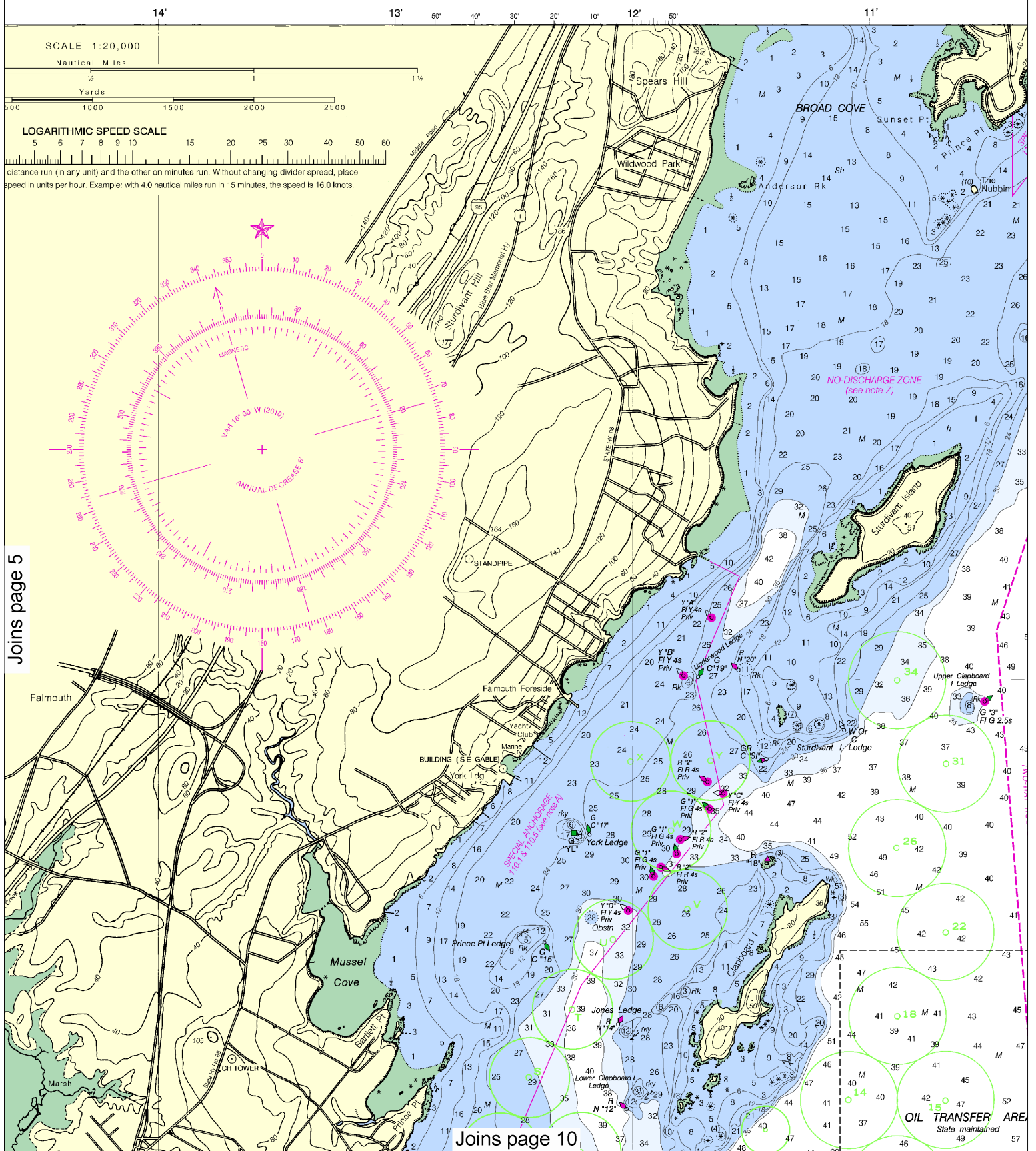
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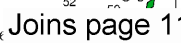
Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 70% of the original chart scale.  
 The new scale is 1:28571. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.





submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

subject to shoalin Joins page 4

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:  
 (○) (Accurate location) (○) (Approximate location)

#### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

#### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

#### POLLUTION REPORTS

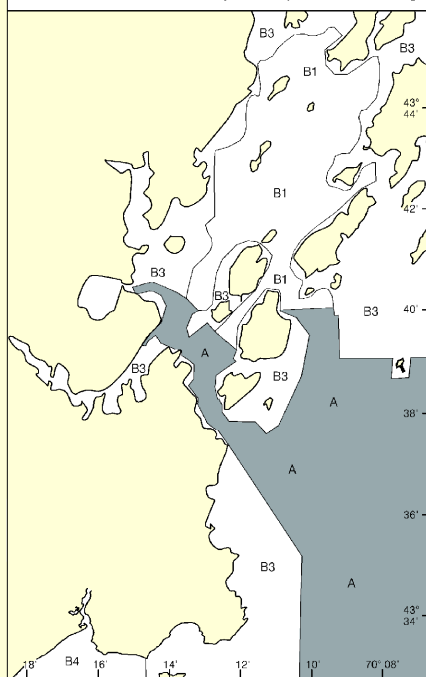
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

#### SOURCE

A 1990 - 2006	NOS Surveys	full bottom coverage
B1 1990 - 2000	NOS Surveys	partial bottom coverage
B3 1940 - 1969	NOS Surveys	partial bottom coverage
B4 1900 - 1939	NOS Surveys	partial bottom coverage



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PLANE COORDINATE GRID  
 Corps of Engineers local plane coordinate grid is shown by dotted ticks in the vicinity of Portland Harbor. Origin is station B.C. Preble.

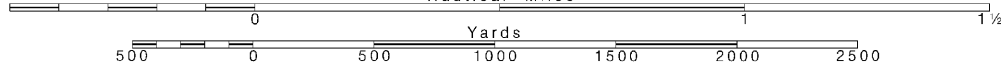
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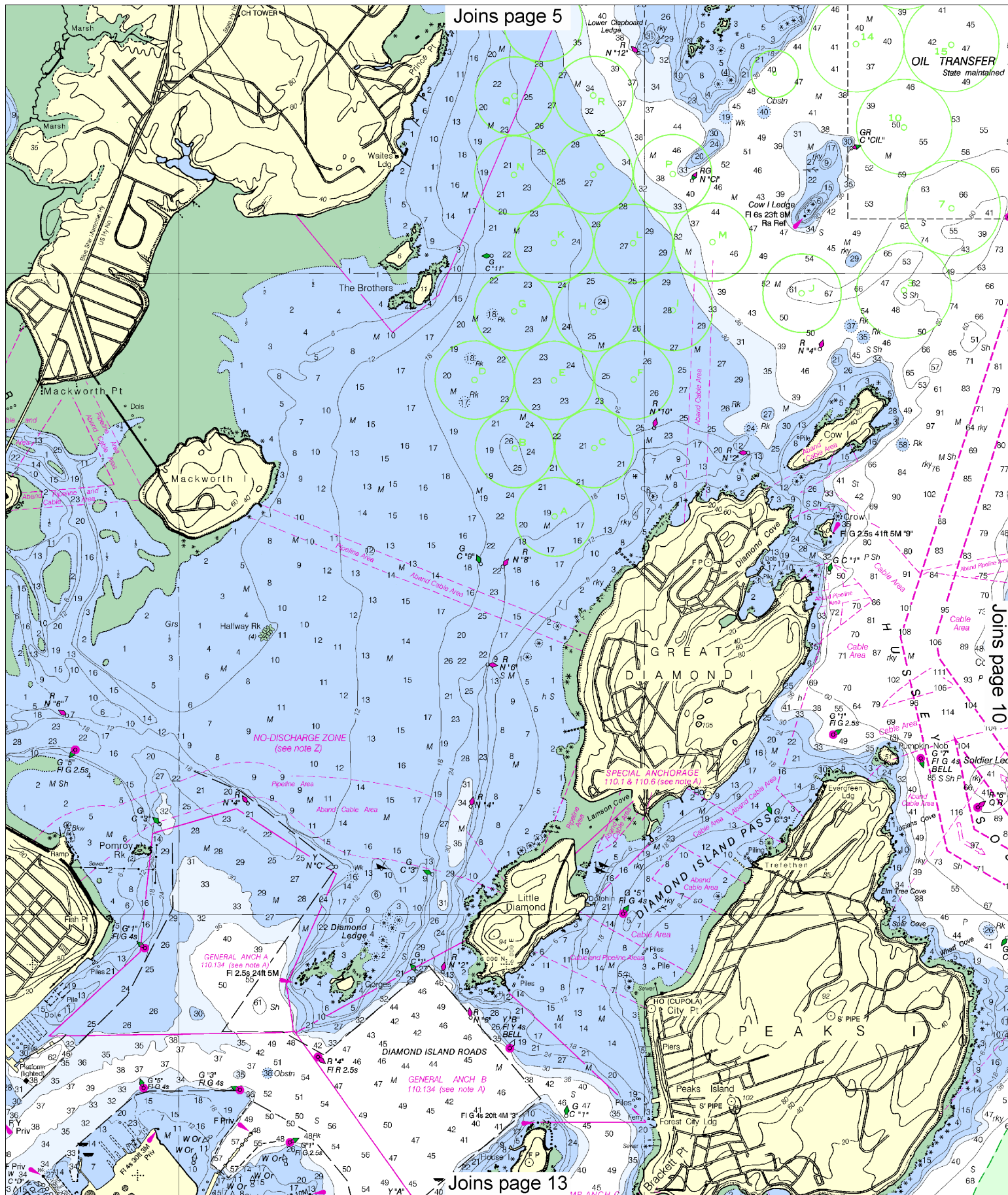
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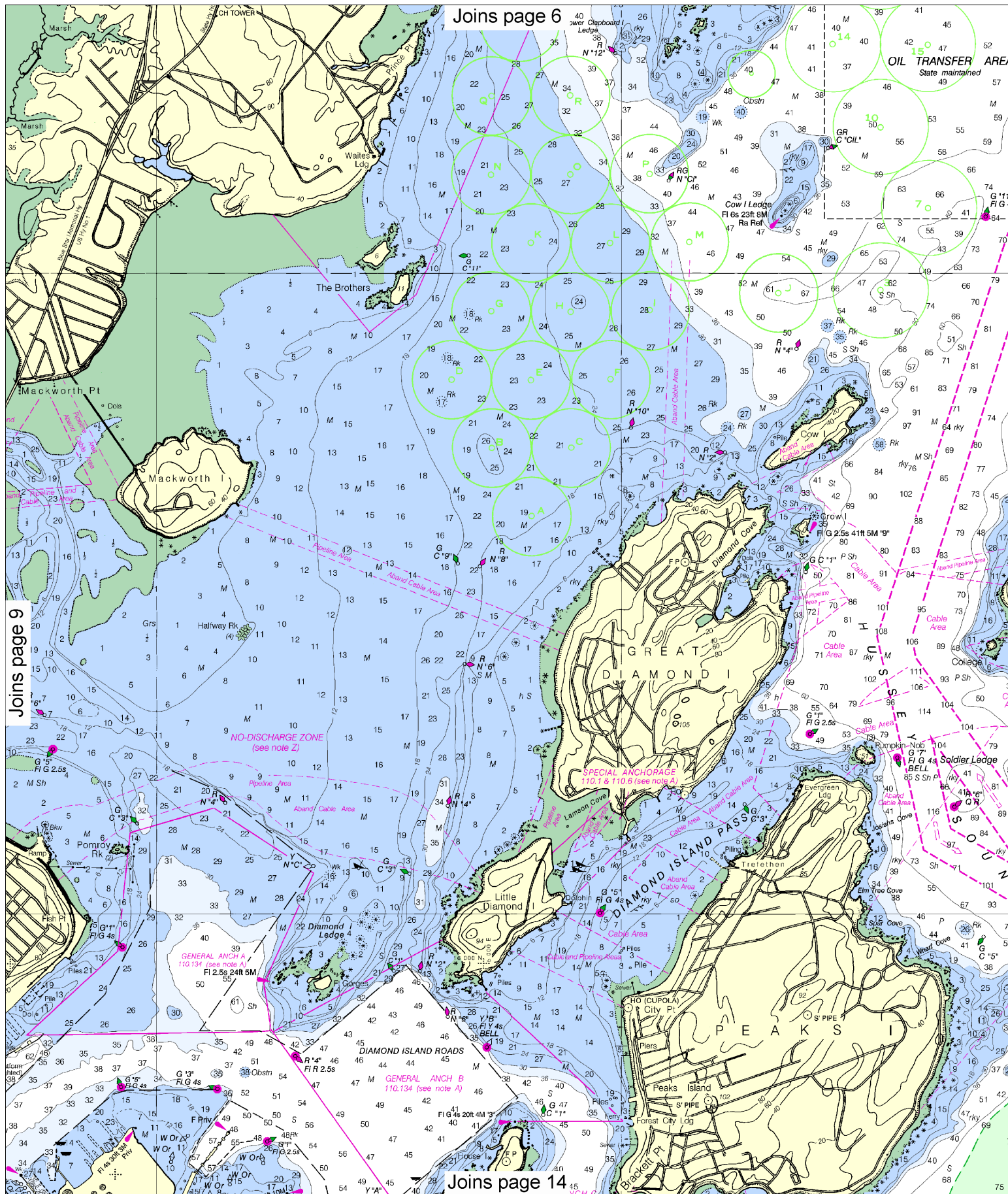
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SCALE 1:20,000  
 Nautical Miles

See Note on page 5.







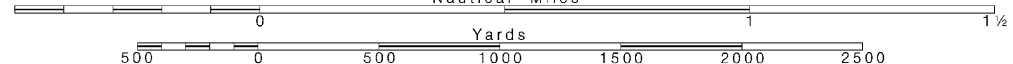
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Note: Chart grid lines are aligned with true north.

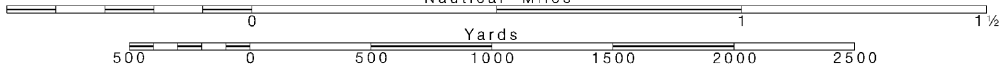
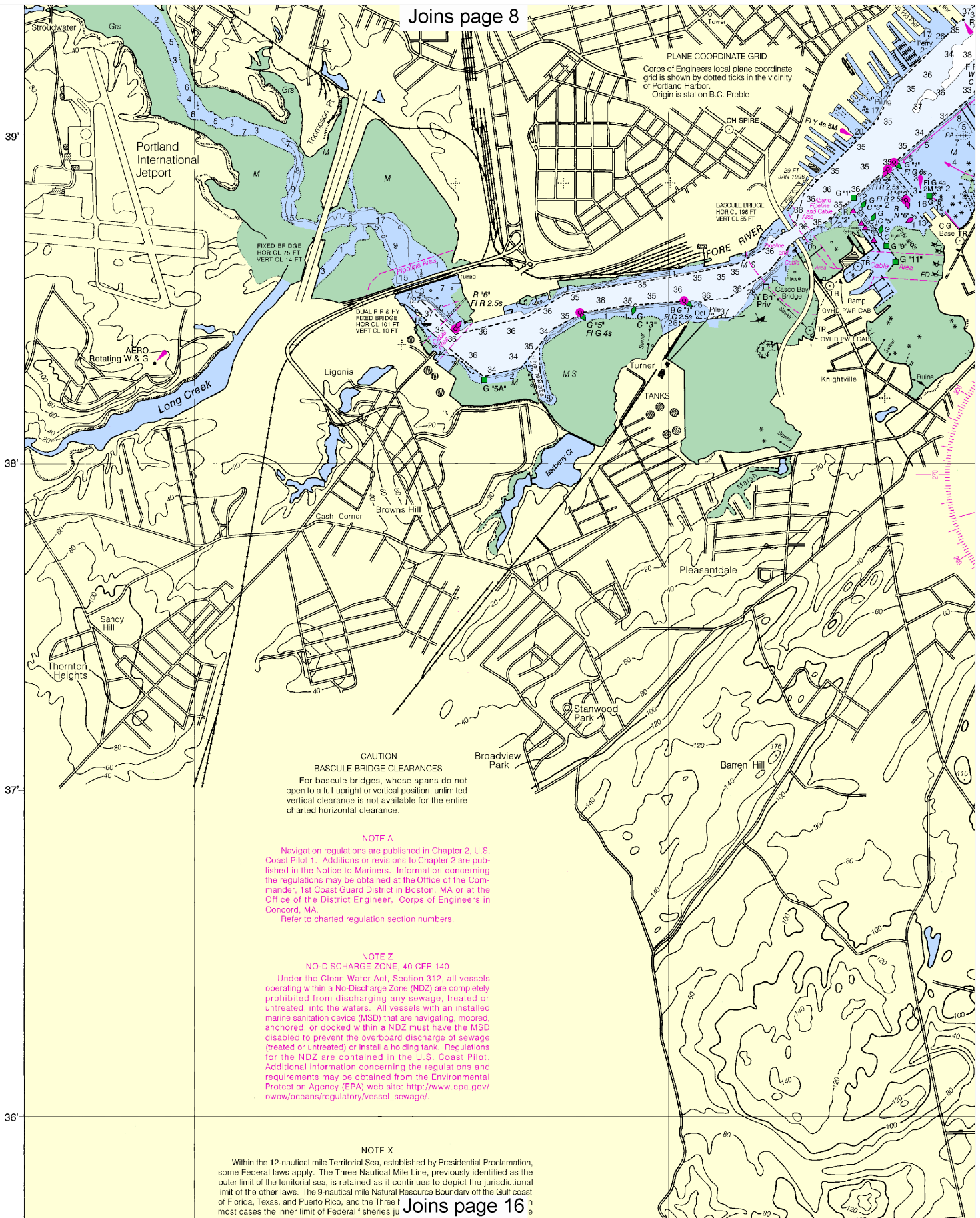
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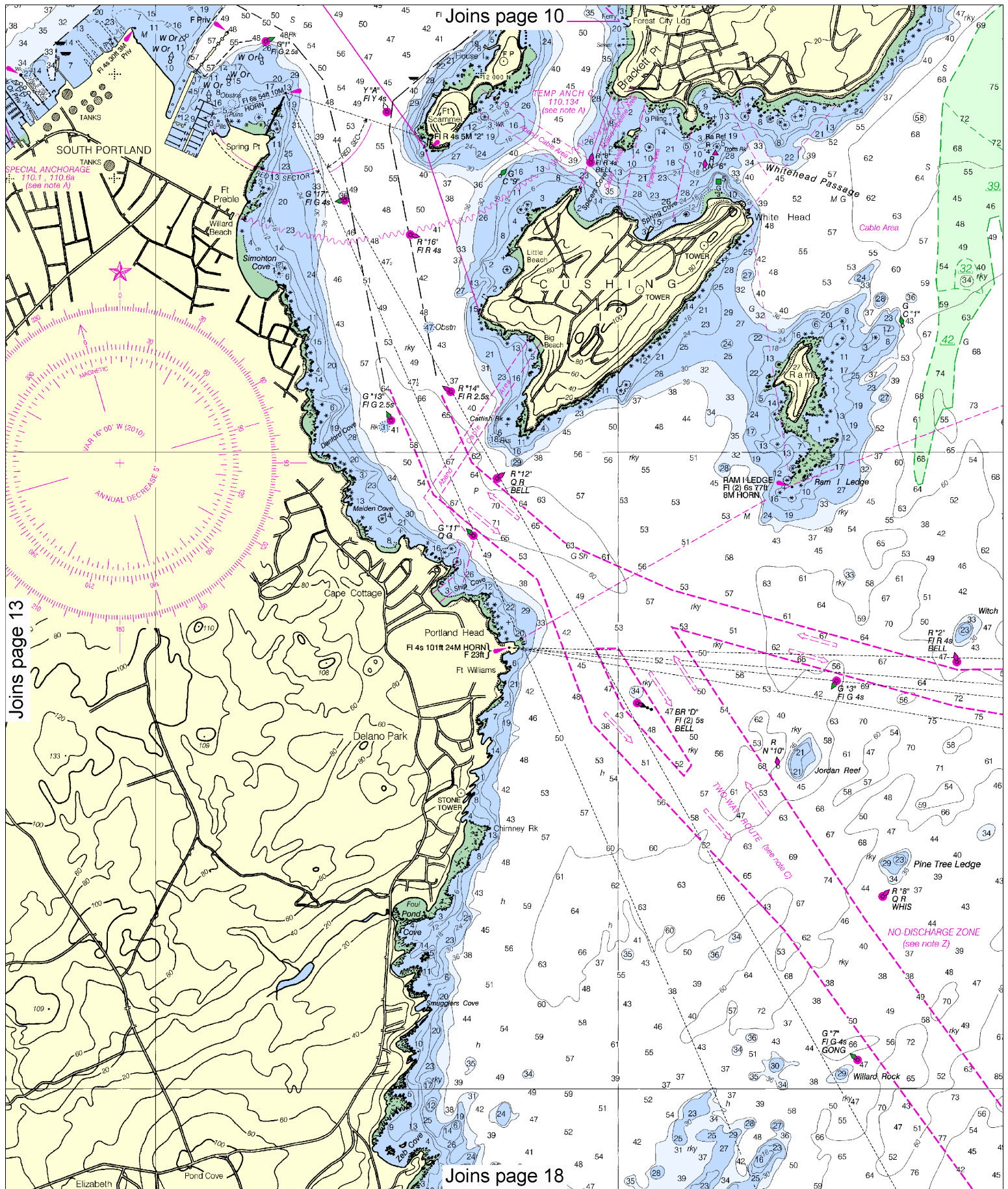
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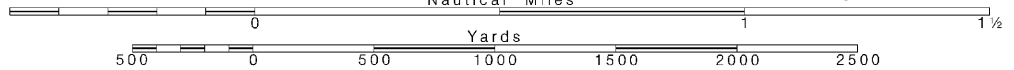
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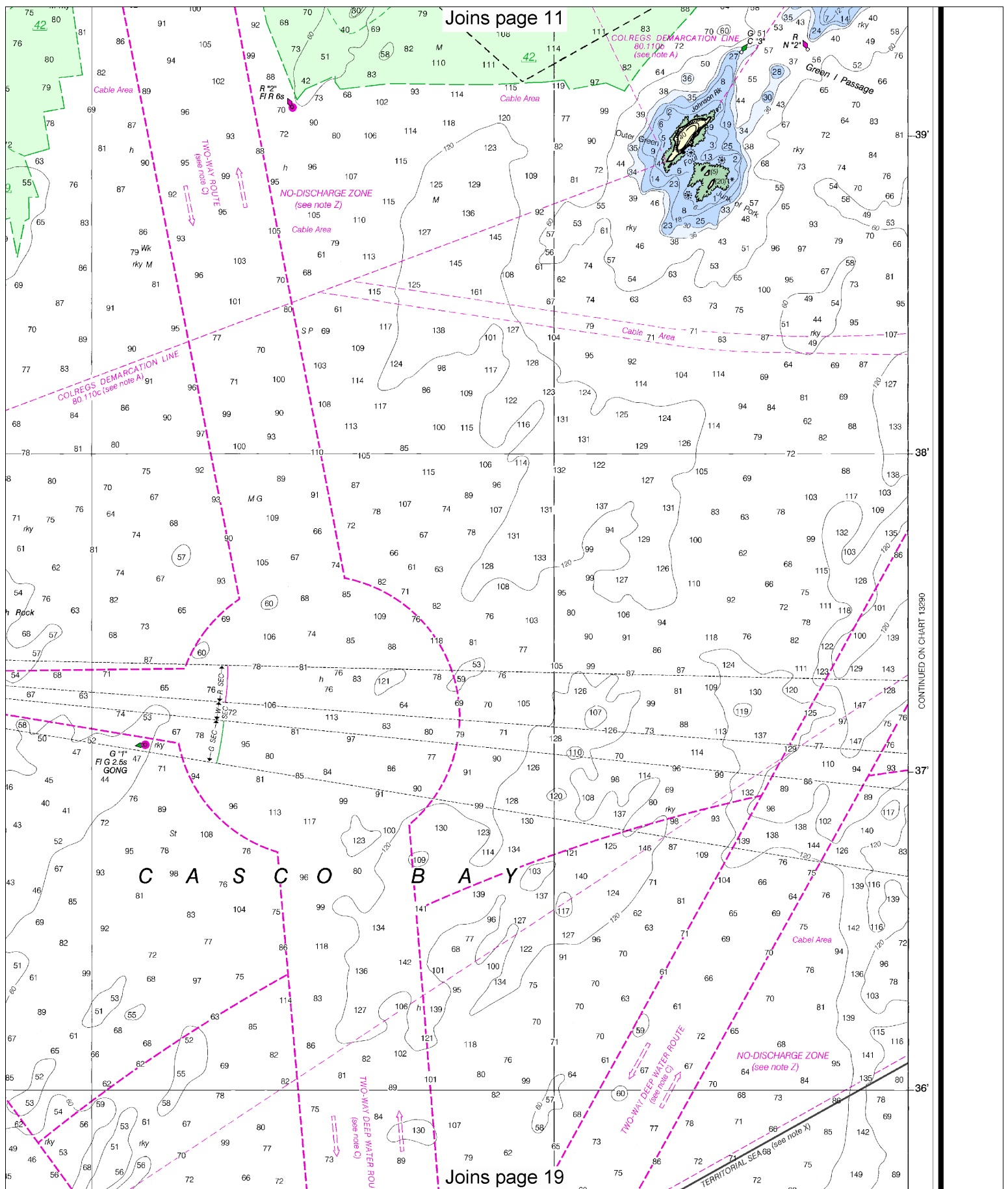
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE C

RECOMMENDED TWO WAY ROUTES

Recommended two way routes have been established including deep-water routes for vessels in the approaches to Portland Harbor and Casco Bay, through Hussey Sound to Cousins Island and through Broad Sound to Harpswell, Maine. While not mandatory, deep draft commercial vessels (including tugs and barges) are requested to follow the designated routes at the master's discretion. Other vessels, while not excluded from these routes, should exercise caution in and around these areas and monitor VHF Channel 16 or 13 for information concerning deep draft commercial vessels (including tugs and barges) transiting these routes. See U.S. Coast Pilot Volume 1, Chapter 8.

SCALE 1:20,000

Nautical Miles

Yards

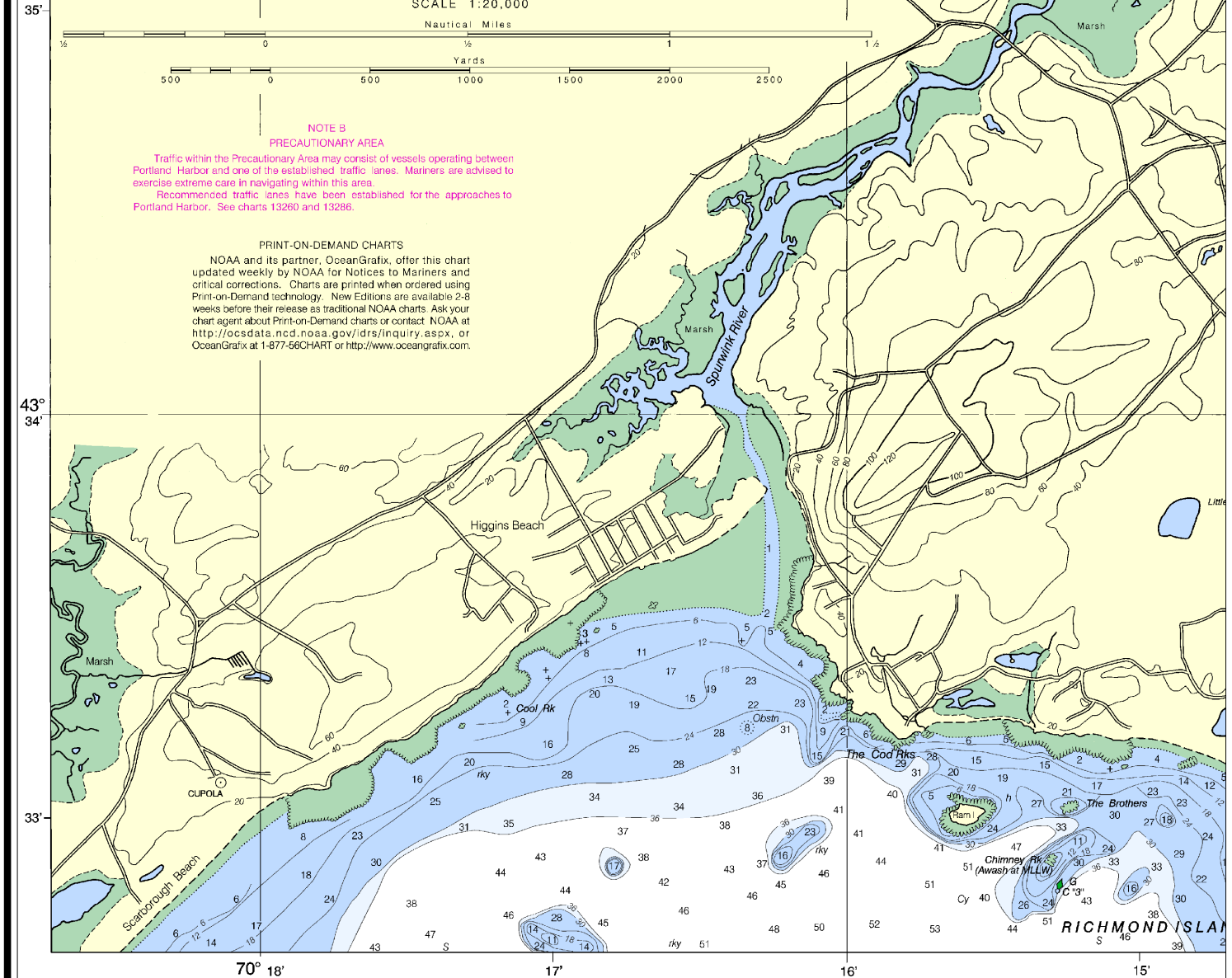
NOTE B

PRECAUTIONARY AREA

Traffic within the Precautionary Area may consist of vessels operating between Portland Harbor and one of the established traffic lanes. Mariners are advised to exercise extreme care in navigating within this area. Recommended traffic lanes have been established for the approaches to Portland Harbor. See charts 13260 and 13286.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsd.data.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.



40th Ed., Jul. /10 ■ Corrected through NM Jul. 3/10  
Corrected through LNM Jun. 22/10

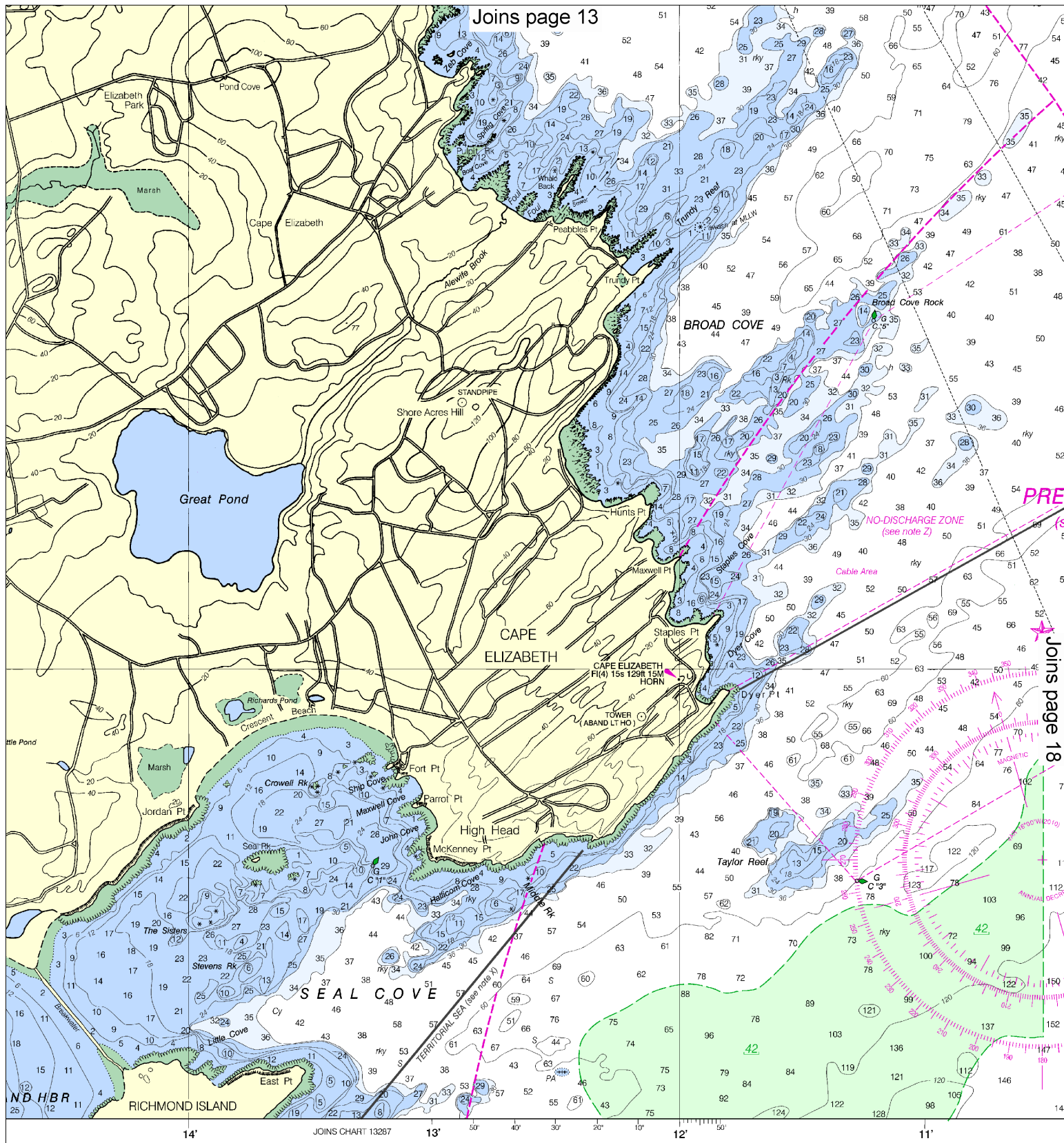
13292

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3262.





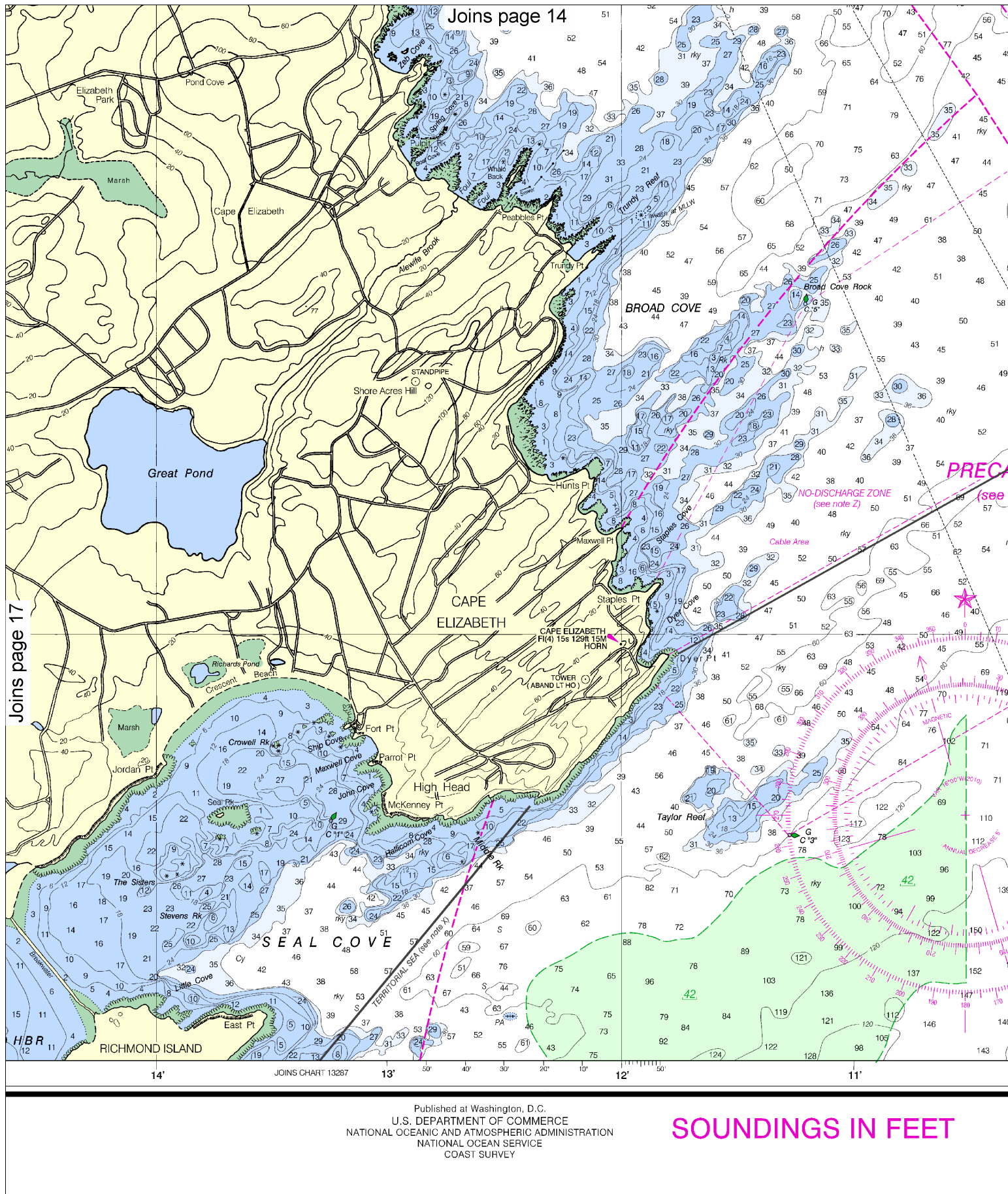
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PRE

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDINGS IN FEET

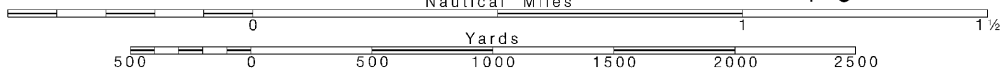


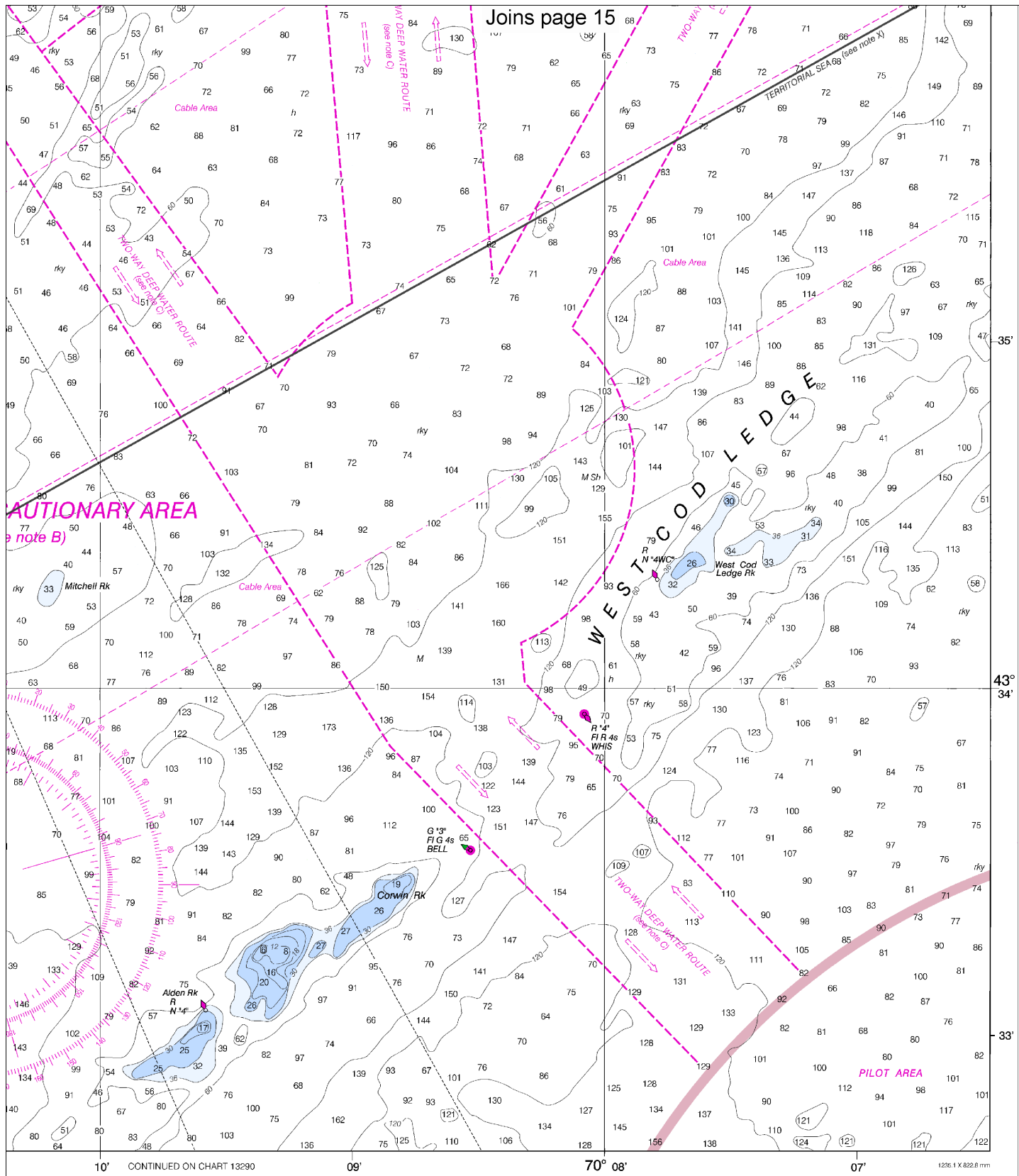
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





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CAUTIONARY AREA  
(see note B)

WEST COD LEDGE

PILOT AREA

CONTINUED ON CHART 13290

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Portland Harbor and Vicinity  
SOUNDINGS IN FEET - SCALE 1:20,000

13292



ED. NO. 40

NSN 7642014010425  
NGA REFERENCE NO. 13AHA13292



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
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Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



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